

Selected Comprehensive Plan Goals and Policies Addressing Freight-related Issues

The entire Comprehensive Plan can be viewed at:
http://www.seattle.gov/dpd/Planning/Seattle_s_Comprehensive_Plan/ComprehensivePlan/default.asp

Policy/Goal	Make the Best Use of the Streets We Have to Move People & Goods	Page
TG-6	Promote efficient freight and goods movement.	3.4
T-8	Establish a street system that can accommodate the weight of heavy vehicles and reduce the damage such vehicles can cause.	3.5
T-10	Designate, in the Transportation Strategic Plan, a truck street classification network to accommodate trucks and to preserve and improve commercial transportation mobility and access. Designate as follows: <ul style="list-style-type: none"> • Major Truck Streets: an arterial street that accommodates significant freight movement through the city, and connects to major freight traffic generators. 	3.4-5
T-13	Designate, in the Transportation Strategic Plan, a Street Type overlay to define street use and design features that support adjacent land uses, generally, as follows: ... Regional Connector Street: Provide connections between regional centers along principal arterials. This Street Type supports all modes but is primarily designed to provide citywide and regional access for transit, cars and truck trips and may support high and intermediate capacity transit service. ... Commercial Connector Street: Provide connections between commercial areas as well as local access within urban villages along minor arterials streets. This Street Type supports all modes with an emphasis on local access. ... Industrial Access Street: This Street Type supports freight access to manufacturing and industrial land uses.	3.5-7
T-16	Recognize the important function of alleys in the transportation network. Consider alleys, especially continuous alleys, a valuable resource for access to abutting properties to load/unload, locate utilities, and dispose of waste.	3.7
	Promoting the Economy: Moving Goods & Services	
TG-19	Preserve and improve mobility and access for the transport of goods and services.	3.13
TG-20	Maintain Seattle as the hub for regional goods movement and as a gateway to national and international suppliers and markets.	3.13
T-47	Maintain a forum for the freight community to advise the City and other entities on an ongoing basis on topics of land-based freight transportation facility	3.13

	modifications and enhancements. Coordinate the review of potential operational changes, capital projects and regulations that may impact freight movement. Participate and advocate Seattle's interests in regional and state forums.	
T-48	Recognize the importance of the freight network to the city's economic health when making decisions that affect Major Truck streets as well as other parts of the region's roadway system. Complete Street improvements supporting freight mobility along with other modes of travel may be considered on Major Truck streets.	3.14
T-49	Support efficient and safe movement of goods by rail where appropriate. Promote the continued operation of freight rail lines and intermodal yards that serve industrial properties and the transport of goods. Improve the safety and operational conditions for freight rail transport at the rail track crossings within city streets.	3.14
T-50	Promote an intermodal freight transportation strategy, including rail, truck, air and water transport and advocate for improved freight and goods movement. Work toward improved multi-modal connections among rail yards, industrial areas, airports, and regional roadways.	3.14
T-51	Consider the needs for local delivery and collection of goods at businesses by truck when making street operational decisions and when developing and implementing projects and programs for highways, streets and bridges.	3.14
	Connecting to the Region	
T-58	Coordinate with regional, state and federal agencies, local governments, and transit providers when planning and operating transportation facilities and services in order to promote regional mobility for people and goods and the urban center approach to growth management	3.15
T-61	Support a strong regional ferry system that maximizes the movement of people, freight and goods.	3.16
	Economic Development & the Urban Village Strategy	
ED-G9	Maintain Seattle's competitive advantage in international trade.	7.3
ED-G11	Support the retention and growth of the industrial sector, retain existing businesses and small firms, and actively seek to attract new industrial businesses.	7.3
ED-5	Use plans adopted for the manufacturing/industrial centers to help guide investments and policy decisions that will continue to support the retention and growth of industrial activities in these areas. Continue collaboration with both geographically-focused and citywide organizations representing industrial interests so that the needs and perspectives of this sector can be recognized and	7.3

	incorporated, as appropriate, into the City's actions and decisions.	
	Ballard/Interbay Northend Manufacturing & Industrial Center (BINMIC)	
BI-P2	Preserve land in the BINMIC for industrial activities such as manufacturing, warehousing, marine uses, transportation, utilities, construction and services to businesses.	8.15
BI-P6	Strive to provide infrastructure in the BINMIC that is sufficient to ensure the efficient operation and smooth flow of goods to, through and from the BINMIC. Infrastructure includes publicly built and maintained roads, arterials, utilities, moorage facilities and other capital investments by the City, Port, County, State and Federal agencies.	8.15
BI-P12	Within the BINMIC, water-dependent and industrial uses shall be the highest priority use.	8.16
BI-G1	Strive to improve industrial traffic flow to and through the BINMIC.	8.16
BI-G2	Facilitate truck mobility.	8.16
BI-G4	Strive to maintain and enhance intermodal (barge, ship, rail and truck) connections.	8.16
BI-G5	Strive to maintain and promote rail service to and through the BINMIC.	8.16
BI-G6	Strive to provide adequate room in the street right-of-way for truck loading and maneuvering where it will not interfere with traffic flow.	8.16
BI-G7	Encourage clear directional signage to and from the BINMIC to regional highways.	8.16
BI-G8	Maintain major truck routes to and within the BINMIC in good condition.	8.16
BI-G9	Improve key intersections to and within the BINMIC.	8.16
BI-G10	In order to preserve freight mobility: strive to preserve and improve turning radii, visibility and sight lines, clearance and existing lane configuration of streets within the BINMIC; and consider impacts on BINMIC of changes to arterial access routes to the BINMIC.	8.16
BI-G11	Support commuting to work to and through the BINMIC by bicycle and walking. Two major factors to consider in trail design and operation are: 1. the operational requirements of adjacent property owners and users, as determined by the City; and 2. the safety of bicycle riders and pedestrians. The City must make every effort in trail design to meet the operational requirements of industrial users while providing for trail safety.	8.16
BI-P14	Where practical and appropriate separate mainline rail traffic from surface street	8.16

	traffic by designing and constructing bridges to improve safety for motorized and non-motorized transportation.	
BI-P15	Support preservation of all streets within the BINMIC and arterial access routes to the BINMIC for freight mobility. To accomplish this, support preservation of turning radii, visibility and sight lines, clearance and existing lane configurations.	8.16
BI-P16	Support commuting to work by BINMIC employees by bicycle and walking. For safety and operational reasons, however, support locating recreational and commuter through trails away from industrial areas.	8.18
BI-P17	Support separation of mainline rail traffic from surface street traffic by designing and constructing bridges, where feasible, to improve safety for motorized and non-motorized transportation.	8.18
	Georgetown Neighborhood Plan	
G-G7	An integrated transportation network that addresses the freight mobility, highway access, and efficiency demands of all users; the non-motorized and pedestrian needs of area residents; and that is supported by the basic services of good roads, transit service, and efficient area-wide circulation.	8.99
G-P18	Work with other jurisdictions, such as King County and the City of Tukwila, to promote regional freight mobility for the Georgetown neighborhood and the Greater Duwamish Manufacturing/Industrial Center.	8.99
	Greater Duwamish Manufacturing/ Industrial Center	
GD-P14	Maintain shore-side freight access to and from the waterway.	8.101
GD-G10	The transportation network in the Duwamish Manufacturing/Industrial Center makes appropriate connections and minimizes conflicts between different travel modes.	8.101
GD-G12	The transportation network in the Duwamish Manufacturing/Industrial Center emphasizes the mobility of freight and goods.	8.101
GD-G16	The public transit system provides employee access to the Duwamish Manufacturing/Industrial Center while minimizing impacts on freight mobility.	8.102
GD-P21	Strive to enhance access throughout the Duwamish Manufacturing/Industrial Center by means such as signal coordination, roadway channelization, grade separation and pavement rehabilitation.	8.102
GD-P23	Strive to maintain the existing capacity on roadways and bridges and encourage use of under-used facilities.	8.102
GD-P26	Recognize and strive to address the cumulative traffic effects that transportation	8.102

	and development projects in and near the Duwamish Manufacturing/Industrial Center can have on freight mobility.	
GD-P28	Encourage the design of bicycle and pedestrian facilities in the Duwamish Manufacturing/ Industrial Center that minimize conflicts between motorized and nonmotorized traffic and promote both traffic flow and safety.	8.102
GD-P29	Strive to maintain waterborne and roadway access to seaport facilities.	8.102
GD-P30	Strive to maintain access for air cargo to the King County International Airport	8.102
GD-P31	Strive to facilitate east-west freight movement in the Duwamish Manufacturing/ Industrial Center, particularly through the Royal Brougham, Spokane Street and Michigan Street corridors.	8.102
GD-P32	Strive to maintain efficient freight movement along designated truck routes in the Duwamish Manufacturing/Industrial Center	8.102
GD-P34	Recognize the importance of inter-modal connections for the movement of freight between the state highway system, rail yards, barge terminals, Port terminals, airports and warehouse/distribution centers.	8.102
GD-P35	Strive to minimize disruptions to freight mobility caused by construction (including construction of transportation facilities) in the Duwamish Manufacturing/ Industrial Center.	8.102
GD-P36	In setting priorities for roadway repairs in the Manufacturing/Industrial Center, consider the importance of those facilities to freight mobility.	8.102
GD-P38	Encourage railroad operations in which switching and signals enhance the speed and reliability for passenger and freight trains.	8.104
GD-P39	Encourage a working relationship between the City and property and business owners in the area to identify possible funding sources for non-arterial road and drainage improvements.	8.104
GD-P45	Seek to minimize impacts on freight mobility in the design of new or expanded transit facilities in the Duwamish Manufacturing/Industrial Center.	8.104
	Pike/Pine	
P/P-P38	Strive to provide adequate access to merchants and to major institutions for deliveries and freight movement.	8.140
	South Lake Union	
SLU-G9	A neighborhood with principal arterials that move people and freight efficiently through the neighborhood, support local access, and provide circulation for all	8.156

	modes.	
SLU-P24	Create a street network that enhances local circulation and access for all modes of travel by balancing the need to move people and freight efficiently through the neighborhood with the need for increased accessibility and safety for pedestrians and bicyclists.	8.156
SLU-P25	Encourage improvements to Mercer and Valley Streets that support development of South Lake Union Park, improve neighborhood circulation for all modes, and move people and freight efficiently through this corridor.	8.156